Amendments to the Specification

Please replace the paragraph beginning on page 1, line 26, with the following rewritten paragraph:

Figs. 17 and 18 show an all-terrain vehicle with the transmission disclosed in the former publication. As shown in Fig. 17, a single, L-shaped shifting lever 301 is supported on an engine 302. The shifting lever 301 extends laterally from the engine 302 to the right and rises upward. As shown in Fig. 18, the shifting lever 301 is connected with a first lever mechanism 305 for selecting a forward speed, neutral or reverse, and a second lever mechanism 306 for selecting a forward high-speed ratio or a forward low-speed ratio. The lever mechanisms 305 and 306 extend toward a middle part of the engine ~~30~~ 302 with respect to width. Rods 307 and 308 or wires are connected to the lever mechanisms 305 and 306, respectively. Thus the single shifting lever 301 is connected to a shifting fork for selecting the forward speed, the neutral or the reverse, and a shifting fork for selecting the forward high-speed ratio or the forward low-speed ratio by the lever mechanism 305 and the rod 307, and the lever mechanism 306 and the rod 308, respectively. Gate plate 309 provided with H-shaped guide slots for guiding the shifting lever 301 is disposed on one side of a body.

Please replace the paragraph beginning on page 3, line 19, with the following rewritten paragraph:

Usually, the shifting mechanism of a conventional all-terrain vehicle includes a shifting rod, a change drum disposed near the shifting rod. The change drum is turned to move a shifting sleeve by a shifting arm interlocked with the shifting rod by the cam groove or the like of the change drum to place the transmission in a desired gear ratio. A gear position ~~detectors~~ detector for detecting the reverse position and the neutral position ~~are~~is

mounted on the change drum and detect the reverse position and the neutral position corresponding to the angular positions of the change drum, respectively.

Please replace the paragraph beginning on page 9, line 29, with the following rewritten paragraph:

Preferably, the gear transmission mechanism can be selectively placed in one of two forward speeds, neutral and reverse by ~~the~~a single shifting rod ~~of single~~, and the gear-position detecting switch is disposed so as to detect the neutral and reverse positions with respect to the single shifting rod.

Please replace the paragraph beginning on page 12, line 8, with the following rewritten paragraph:

Fig. 3 is a side elevation of the all-terrain vehicle taken in the direction of the arrow III in Fig. 1. The engine 12 is a two-cylinder V-engine. A variable-speed V-belt drive 27 is joined to the right side wall of the crankcase 12a (Fig. 1). The variable-speed V-belt drive 27 includes a drive pulley 30 mounted on the output shaft 28 of the engine 12, a driven pulley mounted on a driven shaft 31a supported on a rear end part of the crankcase 12a, and a V-belt extended between the pulleys ~~30 and 30~~30 and 32. As generally known, the effective diameters of the pulleys 30 and 32 are varied automatically according to the variation of torque for automatic nonstage transmission.

Please replace the paragraph beginning on page 20, line 33, with the following rewritten paragraph:

A drive shaft 117 is extended longitudinally under the transmission case 111. The drive shaft 117 has a front end part connected to a front propeller shaft ~~112~~ 118 for driving

the front wheels 101, and a rear end part connected to a rear propeller shaft 119 for driving the rear wheels 102. ~~the~~ The front end part of the front propeller shaft 118 is connected to a gear mechanism held in a front reduction gear case 121. A rear end part of the rear propeller shaft 112 is connected to a gear mechanism held in a rear reduction gear case 122.

Please replace the paragraph beginning on page 20, line 25, with the following rewritten paragraph:

A drive shaft 117 is extended longitudinally under the transmission case 111. The drive shaft 117 has a front end part connected to a front propeller shaft ~~112~~119 for driving the front wheels 101, and a rear end part connected to a rear propeller shaft 119 for driving the rear wheels 102. the front end part of the front propeller shaft 118 is connected to a gear mechanism held in a front reduction gear case 121. A rear end part of the rear propeller shaft 112 is connected to a gear mechanism held in a rear reduction gear case 122.

Please replace the paragraph beginning on page 21, line 5, with the following rewritten paragraph:

Referring to Fig. 11 showing the all-terrain vehicle ~~show~~ shown in Fig. 10 in a right side elevation, the engine 103 is a two-cylinder V-engine. The variable-speed V-belt drive 115 includes a drive pulley 126 on the front side, a driven pulley 128 on the rear side and a V-belt extended between the pulleys 126 and 128. The variable-speed V-belt drive 115 is covered with a belt-type torque converter cover 130.

Please replace the paragraph beginning on page 23, line 33, with the following rewritten paragraph:

Fig. 14 is a developed sectional view in planes including the axes O_1, O_2, O_3 and O_4 of the shafts of the gear transmission mechanism, i.e., a sectional view taken on line ~~V-V~~ XIV-XIV in Fig. 15. Referring to Fig. 14, the input shaft 162 is formed integrally with the driven shaft 127 supporting the driven pulley 128. Opposite ends of the input shaft 162, the counter shaft 164 and the reversing idle shaft 165 are supported in bearings on the right and the left side wall of the transmission case 111. The output shaft 163, which is shorter than the shafts 162, 164 and 165, is supported in bearings 161 on a shaft holder 166 fixedly disposed in the transmission case 111. The drive shaft 117 is extended on the right side of the output shaft 163.

Please replace the paragraph beginning on page 30, line 36, with the following rewritten paragraph:

In the mechanism shown in Fig. 16, the reverse-position detecting switch 199 is screwed in the threaded hole formed in the left side wall of the transmission case 111 with the axis of the detecting pin 200 thereof extended in parallel to the axis O_6 of the shifting rod 172. The reverse-position detecting switch ~~199~~ 199' may be disposed with the axis of the detecting pin 200 thereof extended radially to the shifting rod 172. When the reverse-position detecting switch ~~199~~ 199' is thus disposed, the reverse-position detecting switch ~~199~~ 199' is set at an angular position with respect to the axis O_6 of the shifting rod 172 different from that of the neutral-position detecting switch 195 such that the extremity of the detecting pin ~~200~~ 200' is located near the left end surface of the bore 188 as indicated by imaginary lines.